

# BookletChart<sup>TM</sup>

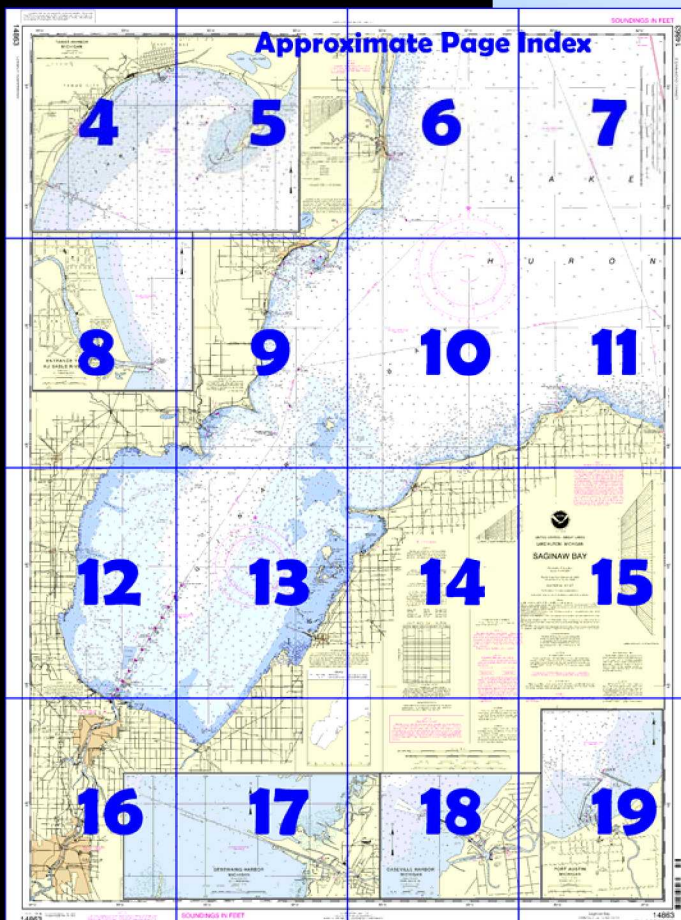
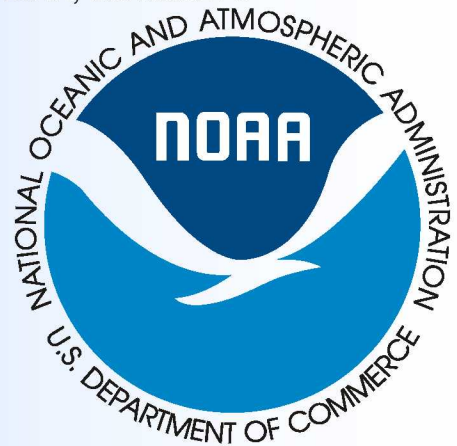
## Saginaw Bay

(NOAA Chart 14863)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

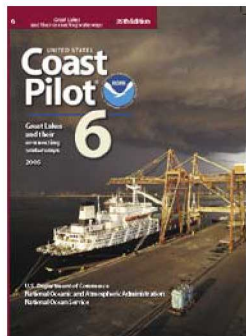
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 6, Chapter 10 excerpts]**

(82) From Points aux Barques Light to **Pointe aux Barques** (44°04.1'N., 82°57.9'W.), 9 miles NW, the shore continues low and wooded. Ledges and detached rocky spots render the stretch dangerous within 3 miles of shore. **Orion Rock**, covered 3 feet, is about 0.8 mile offshore 3 miles NW of Points aux Barques Light.

(83) **Grindstone City, Mich.**, a small settlement 5.5 miles NW of Points aux Barques Light, has a small-craft harbor

formed by two jetties. A privately dredged channel, marked by private buoys, leads along the NW side of the SE jetty, thence angles W between projections on the inner sides of the jetties to a harbor basin. In 1977, the reported controlling depth was 4 feet in the approach, entrance channel, and basin.

(87) **Port Austin, Mich.**, is a village and small-craft harbor at the mouth

of **Bird Creek** about 2 miles SW of Points aux Barques on the shore of a shallow bay between that point and **Flat Rock Point** (44°02.7'N., 83°01.6'W.).

(98) From Port Austin, the E shore of Saginaw Bay trends generally SW for 22 miles to **Sand Point**. From **Flat Rock Point**, 1.5 miles W of Port Austin, the shore consists of low bluffs for 3 miles SSW to the mouth of **Pinnebog River**, thence 3 miles W to **Hat Point**. The bluffs become wooded from Hat Point W for about 8 miles to **Oak Point** (43°58.5'N., 83°15.7'W.). At Oak Point the shore turns SW for 2 miles to Caseville Harbor, thence SW and W for 7 miles to the extremity of Sand Point.

(102) **Caseville Harbor, Mich.**, is at the mouth of the **Pigeon River**, about 18 miles SW of Points aux Barques and 6.5 miles ENE of Sand Point. A white spire in the town is prominent.

(106) **Sand Point** (43°54.8'N., 83°24.0'W.) is a narrow point extending 4 miles W from about midpoint of the E shore of Saginaw Bay. Canals and approach channels have been privately dredged at the W end and along the S side of the point. Dockage for small craft is available in the canals, but the channels are subject to shoaling and caution is advised.

(110) **Bay Port Harbor, Mich.**, is on the S shore of Wild Fowl Bay just E of Wild Fowl Point and about 25 miles SW of Points aux Barques. Commercial fishermen use the harbor. A launching ramp is available.

(113) **Sebewaing Harbor** is at the mouth of the Sebewaing River, on the E shore of Saginaw Bay about 12 miles S of Sand Point. A stack on the N side of the river in the village of **Sebewaing, Mich.**, is prominent.

(118) **Quanicassee River**, flowing into the SE corner of Saginaw Bay, is practically closed by the bars at its mouth. Depths less than 6 feet extend 2 miles off the mouth. W of the river mouth, the 6-foot contour extends 5 miles offshore and then narrows to about 1 mile at the mouth of Saginaw River. The entrance to Quanicassee River is marked by private seasonal buoys.

(126) In 1977, it was reported that the **Tittabawassee River** was navigable by small boats for only about 1.5 miles above Green Point. Above that point stumps, sunken logs, and snags severely obstruct the river.

(127) The **Shiawassee River**, near Green Point, has an available depth of 5 to 6 feet, and the crooked channel across Shiawassee Flats is 15 or 16 feet deep in many places. Above the flats, the Shiawassee River is very narrow and crooked, but is navigable for small boats to the junction with **Bad River**, and thence the Bad River to the village of St. Charles, 13 miles from Green Point.

(136) **Saginaw River Coast Guard Station** is on the E side of the river about 1.7 miles above the mouth.

(165) From the mouth of the Saginaw River the W shore of Saginaw Bay extends 3 miles NW, thence NNW about 7 miles to **Nayanquing Point**, thence N about 11 miles to the mouth of the **Saganing River**, thence NNE about 5 miles to **Wigwam Bay**, thence E about 9 miles to Point Au Gres, and thence N and E for about 8 miles to Point Lookout. (167) The **Pinconning River** is about 5.5 miles N of Nayanquing Point. Two water tanks in the village of **Pinconning, Mich.**, about 2.5 miles W of the mouth of the river, are prominent. A marina on the S side of the river mouth provides gasoline, ice, and a launching ramp. In May 2000, it was reported that the approach to the marina was bare, due to the extremely low water level of Lake Huron.

(172) Between **Point Au Gres** and Point Lookout, 6.5 miles NE, a shallow bight has depths less than 18 feet extending 2 miles from its head. **Au Gres River** empties into the head of the bight.

(173) **Point Lookout Harbor** is a harbor of refuge at the mouth of the Au Gres River about 2 miles S of the city of **Au Gres, Mich.**

(179) From Point Lookout to **Tawas Point** (44°15.1'N., 83°27.4'W.), 15 miles NNE, the shoreline is bordered by shoals extending 0.5 to 1.2 miles off. A 2-foot shoal is 0.6 mile SE of **Whitestone Point**, 4.5 miles N of Point Lookout. About 10 miles N of Point Lookout, shoals with depths of 4 to 7 feet extend 1 mile off. The shore in this reach is low from Point Lookout to Whitestone Point, thence bluff to Tawas City, and becomes low again to Tawas Point.

**NOTE F**  
Fog signal is activated by keying radio mike, CH 79 VHF 5 times within 5 seconds. Horn will remain active for 30 minutes.

Corrected through NM Oct. 08/05  
Corrected through LNM Oct. 04/05

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Unexploded ordnance may exist in this area. Anyone finding unexploded ordnance should notify the nearest U.S. Coast Guard or law enforcement facility.

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.061' northward and 0.172" eastward to agree with this chart.

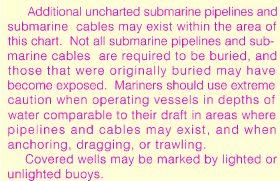
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location)    ◊ (Approximate location)

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Buoy positions are approximate and buoys may be relocated as necessary to best mark the channel limits.

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Alpena, MI	KIG-83	162.550 MHz
Clio, MI	KIH-29	162.400 MHz
Sandusky, MI	WNG-582	162.450 MHz
West Branch, MI	KXI-33	162.450 MHz

Consult U.S. Coast Pilot 6 for important supplemental information.

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/oceans/regulatory/vessel_sewage/).

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.


Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

GENERAL EXPLANATION	
<p> <b>LOTRAN-C</b>   </p>	
<p> <b>LOTRAN-C FREQUENCY</b>            9960 ..... 100kHz=         </p>	
<p> <b>PULSE REPETITION INTERVAL</b>            8970 ..... 89,700 Microseconds         </p>	
<p> <b>STATION TYPE DESIGNATIONS</b> (Not individual station letter designations)         </p>	
<p>           M ..... Master            W .....            X ..... Secondary            Y ..... Secondary            Z ..... Secondary         </p>	
<p> <b>EXAMPLE: 9960-Y</b> </p>	
<p> <b>RATES ON THIS CHART</b> </p>	

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red and green as appropriate. Changes to aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.



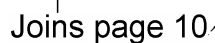
LORAN-C OVERPRINTED



## North



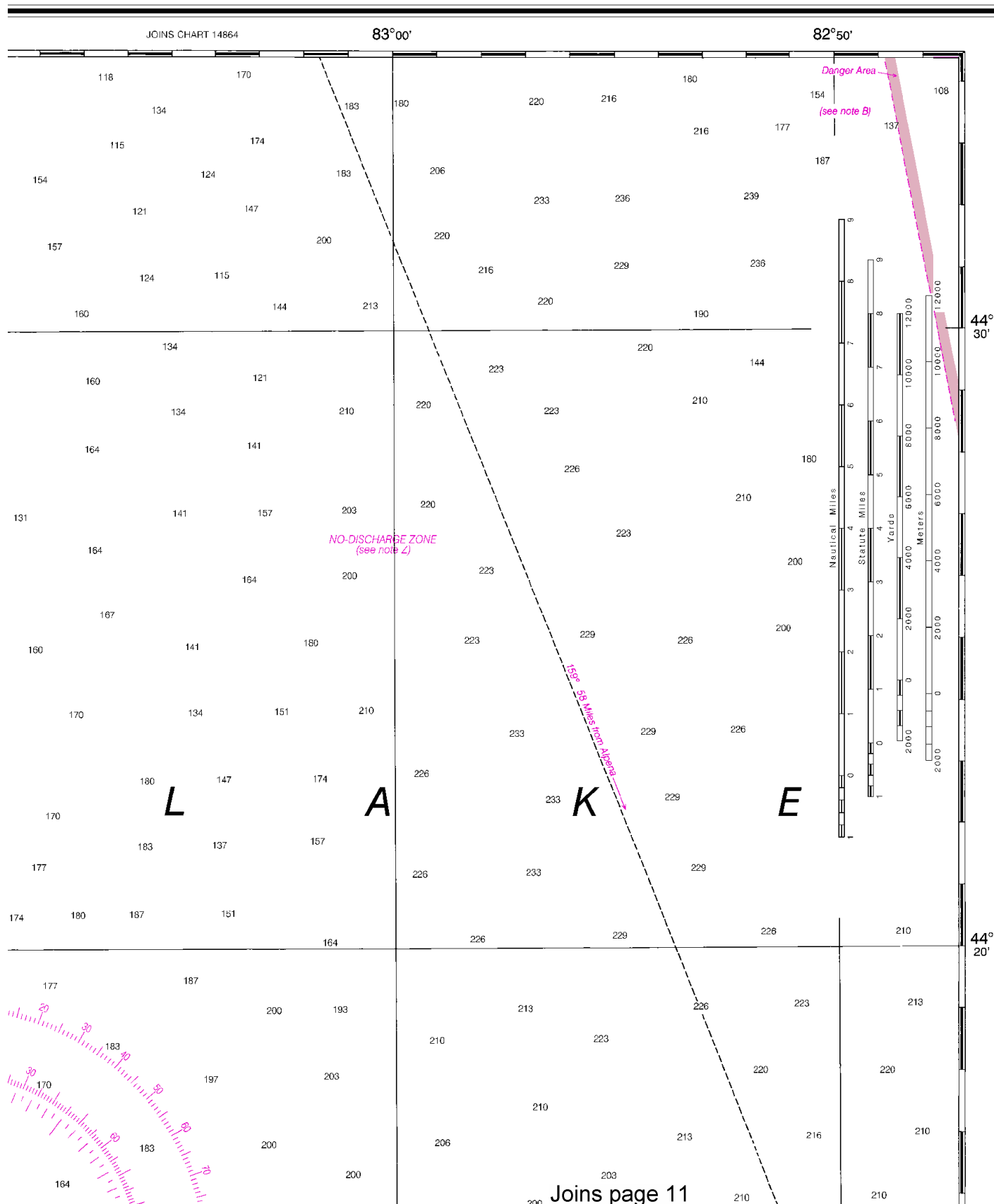
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:160000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





## 14863

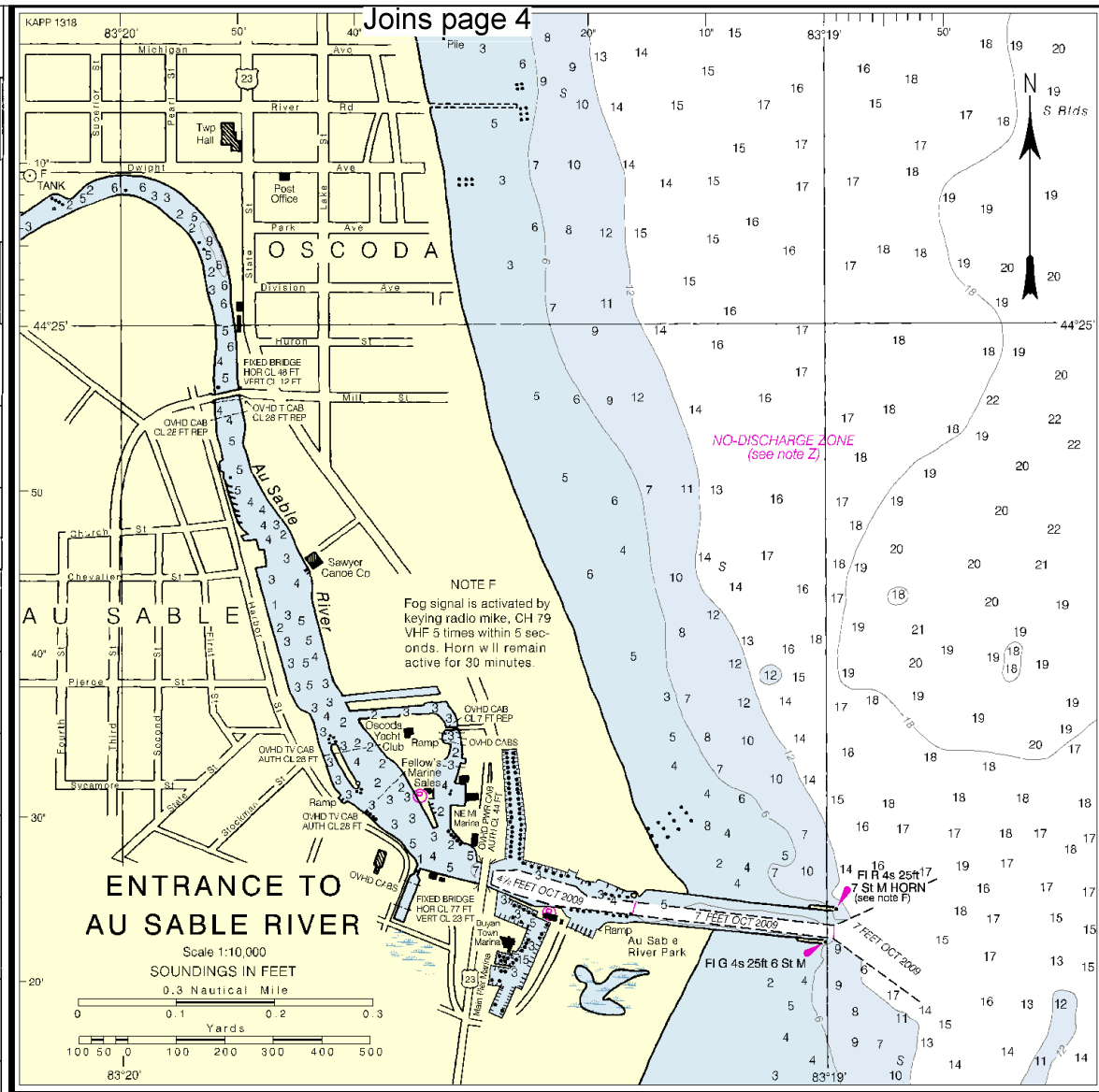
LORAN-C OVERPRINTED



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 1010 3/9/2010,  
NGA Weekly Notice to Mariners: 1210 3/20/2010,  
Canadian Coast Guard Notice to Mariners: 0210 2/26/2010.

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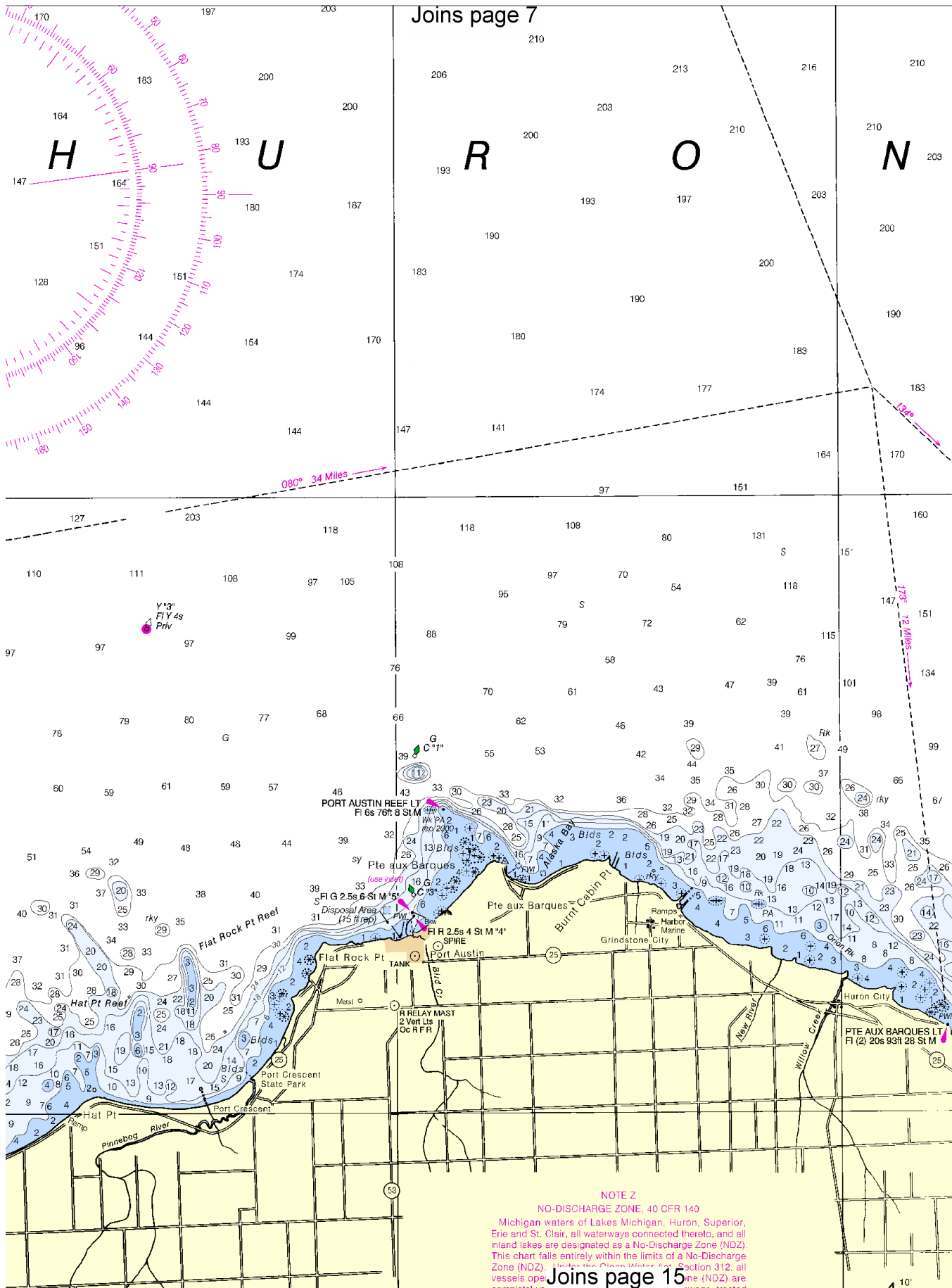








Joins page 7



JOINS CHART 14862

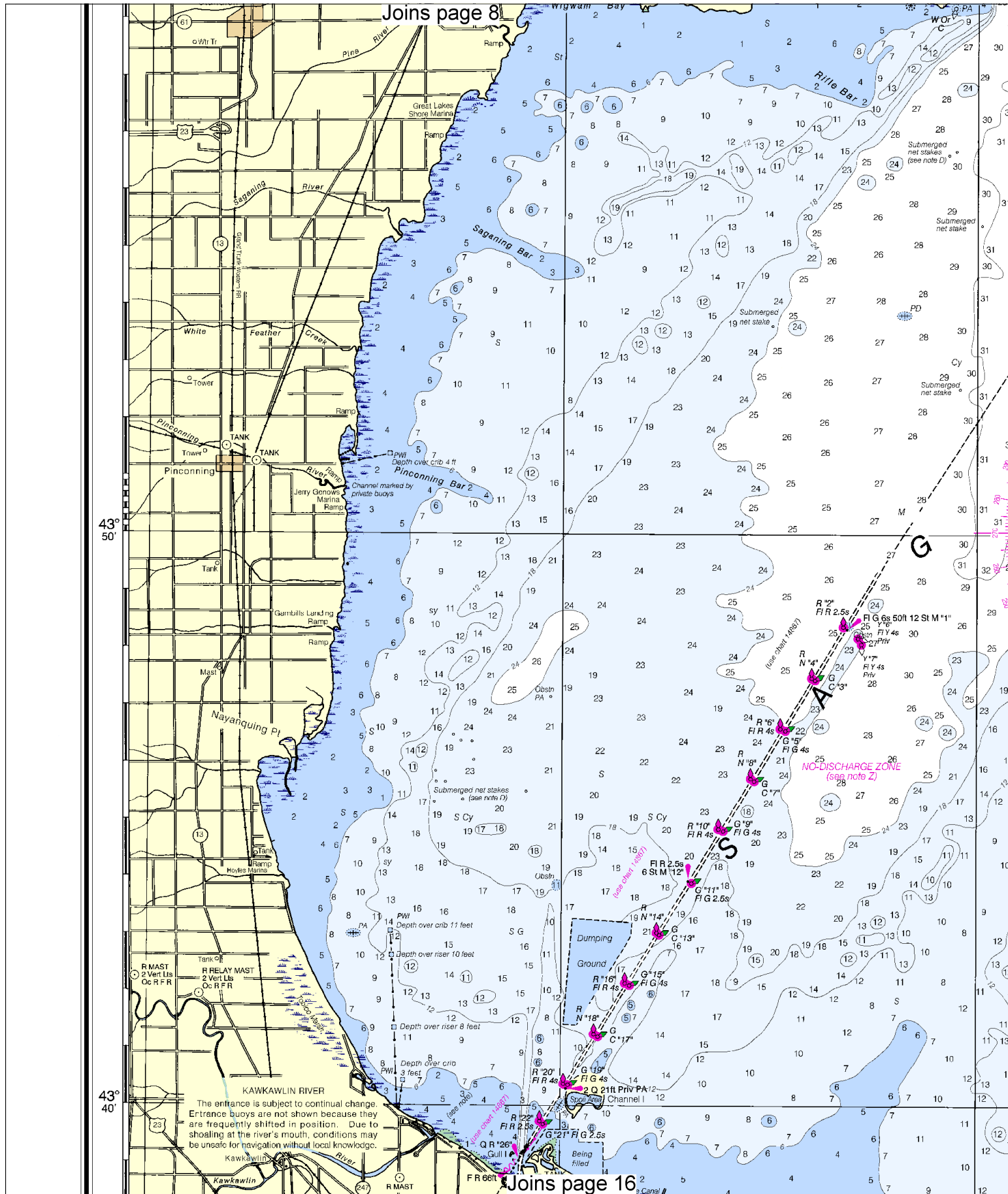
44° 10'

44° 00'

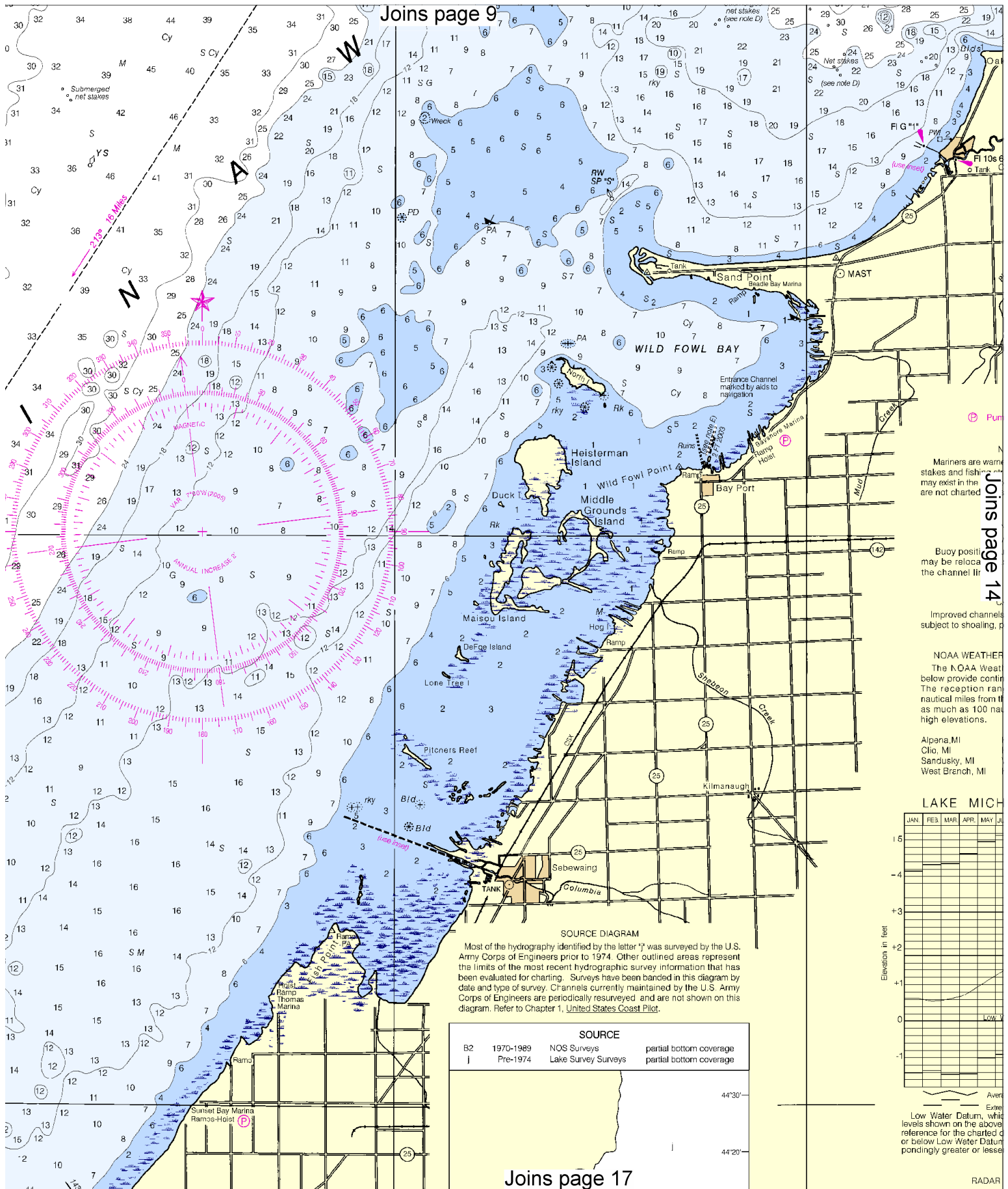
NOTE Z  
NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating in the NDZ are prohibited from discharging oil, fuel, garbage, or other pollutants into the water.

Joins page 15







Mariners are warned that stakes and fishing may exist in the area not charted.

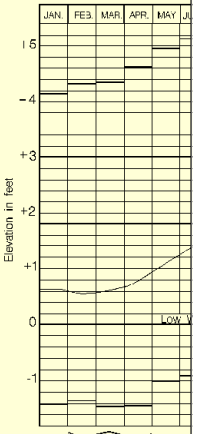
Buoy position may be relocated the channel line.

Improved channels subject to shoaling, p.

NOAA WEATHER  
The NOAA Weather Service below provide continuing reception range nautical miles from 10 as much as 100 nautical miles high elevations.

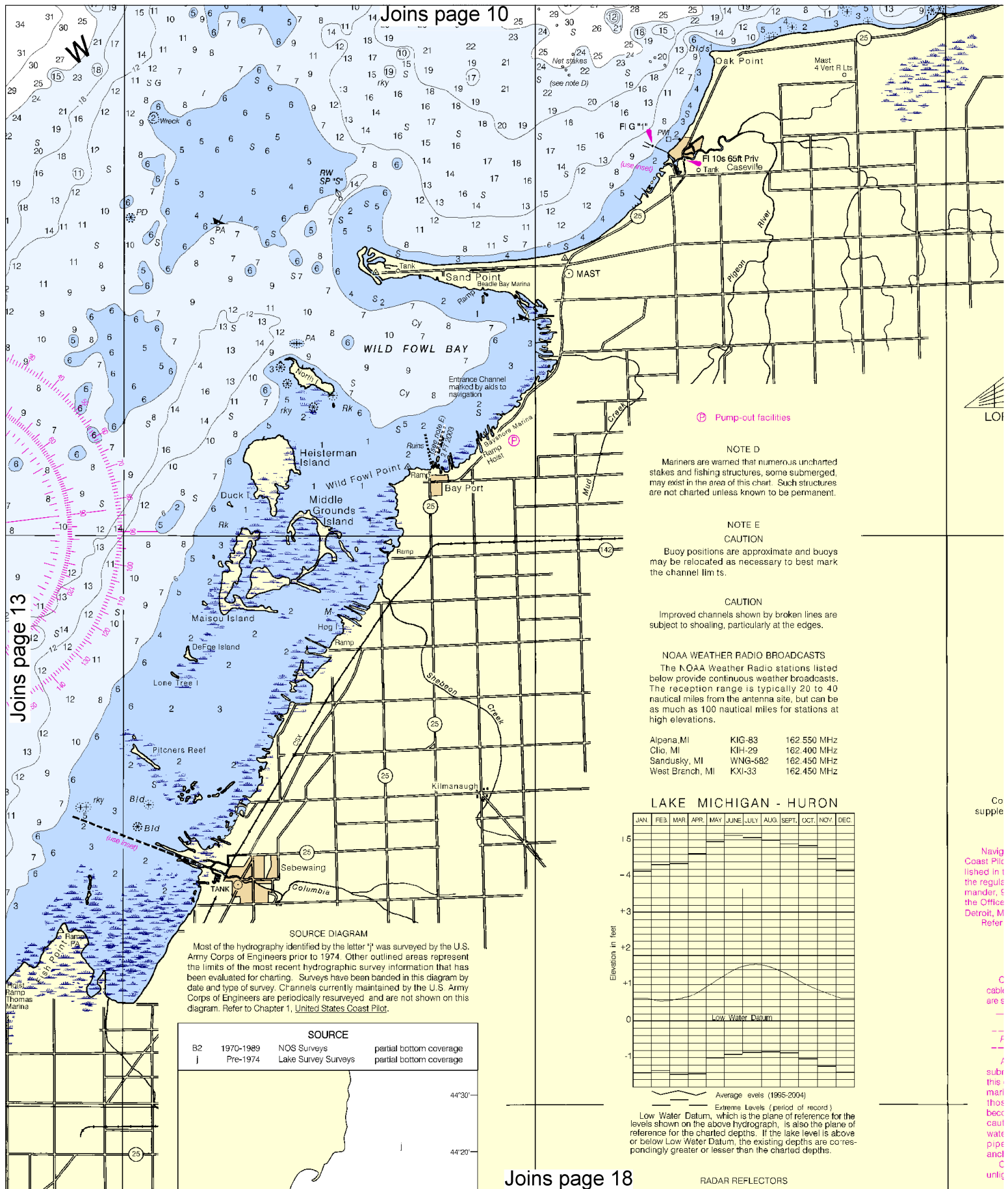
Alpena, MI  
Clio, MI  
Sandusky, MI  
West Branch, MI

# LAKE MICH



Low Water Datum, which levels shown on the above reference for the charted depth or below Low Water Datum ponding greater or lesser.

RADAR



Joins page 13

Joins page 10

Joins page 18

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**NOTE D**  
Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

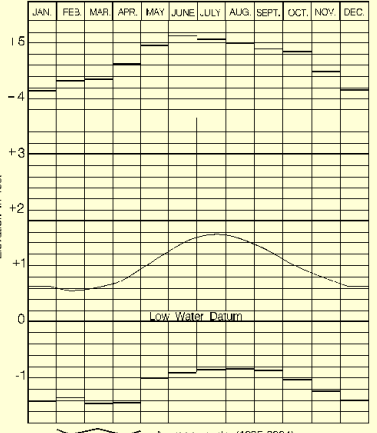
**NOTE E**  
**CAUTION**  
Buoy positions are approximate and buoys may be relocated as necessary to best mark the channel limits.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Alpena, MI	KIG-83	162.550 MHz
Clio, MI	KIH-29	162.400 MHz
Sandusky, MI	WNG-682	162.450 MHz
West Branch, MI	KXI-33	162.450 MHz

**LAKE MICHIGAN - HURON**



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

RADAR REFLECTORS

**SOURCE DIAGRAM**  
Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed, and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
B2	1970-1989	NOS Surveys	partial bottom coverage
J	Pre-1974	Lake Survey Surveys	partial bottom coverage

## NOTE Z

## NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).



UNITED STATES - GREAT LAKES  
LAKE HURON - MICHIGAN

# SAGINAW BAY

Polyconic Projection  
Scale 1:120,000

North American Datum of 1983  
(World Geodetic System 1984)

## SOUNDINGS IN FEET

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

## NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....577.5 ft.

Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Saginaw Bay Power Squadron, District 9, United States Power Squadrons in continually providing essential information for revising this chart.

## CAUTION

## POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

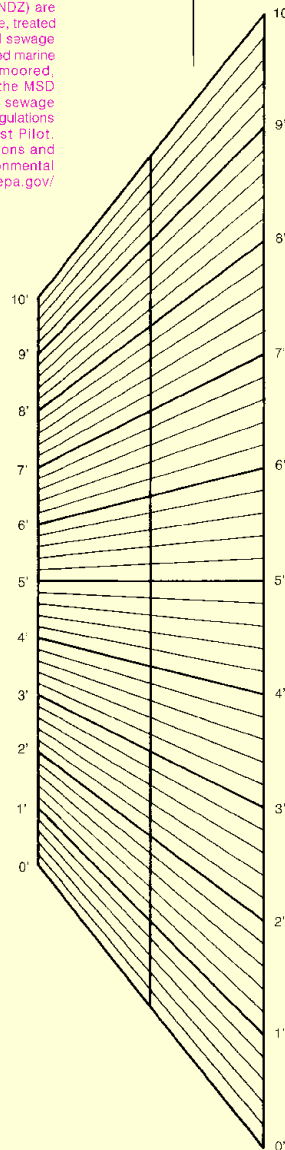
Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



Latitude and Longitude Plotting Interpolator

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.061" northward and 0.172" eastward to agree with this chart.

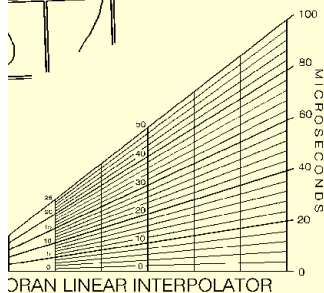
## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

● (Exact location) ○ (Approximate location)



ORAN LINEAR INTERPOLATOR

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

## NOTE A

Regulation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Michigan.

Refer to charted regulation section numbers.

## CAUTION

## SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



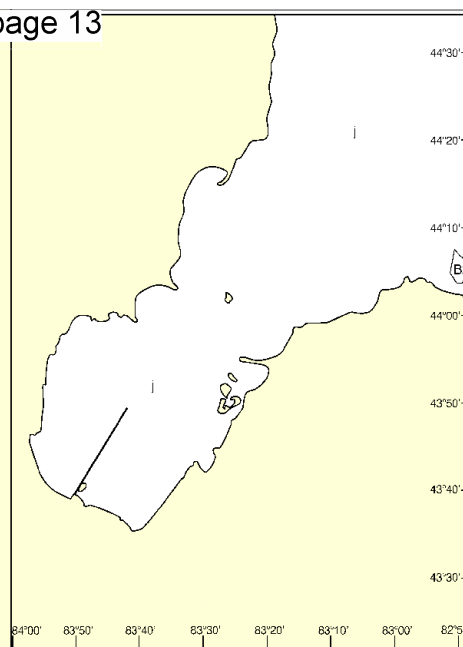
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or lighted buoys.





Joins page 13

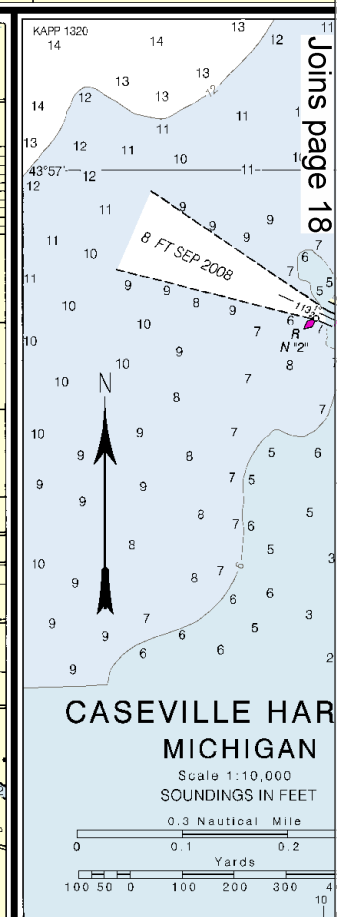
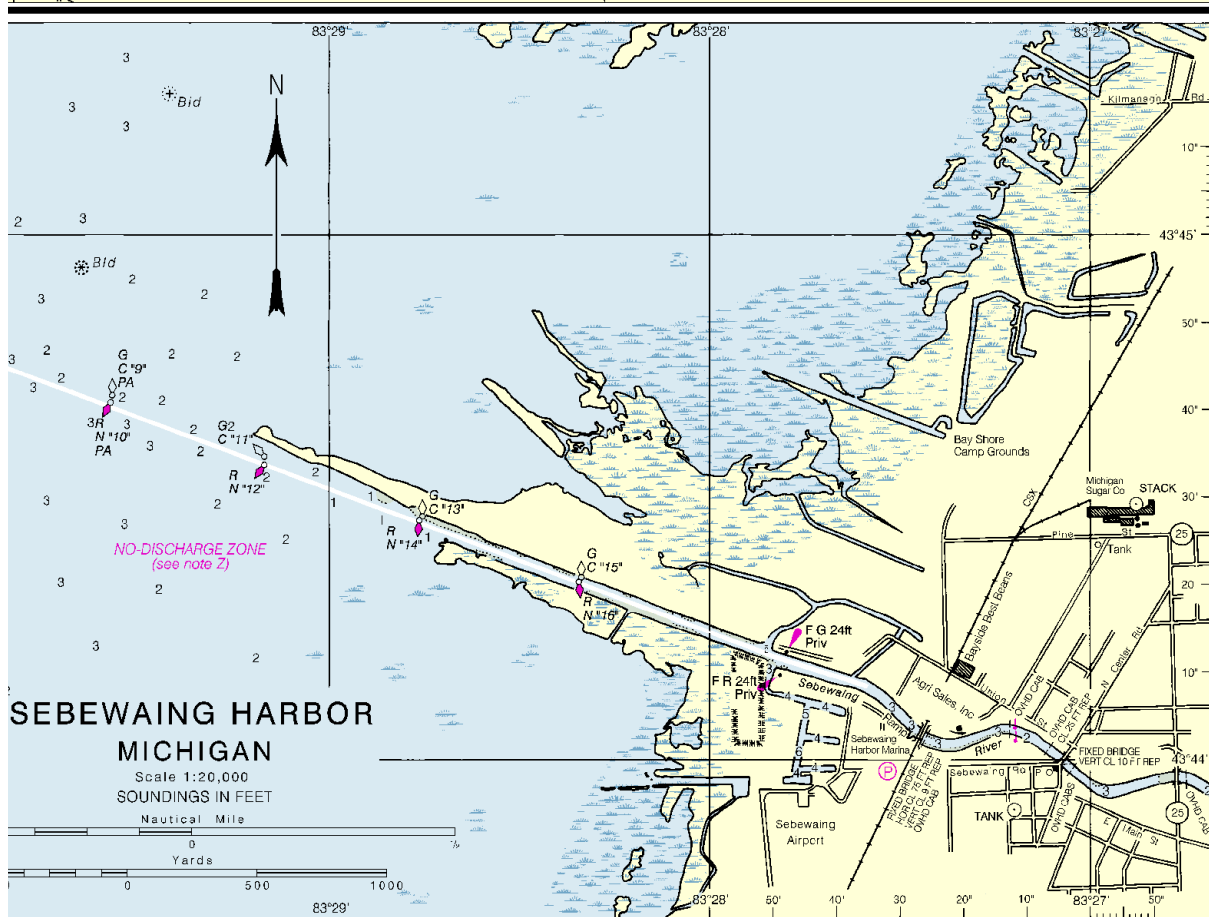
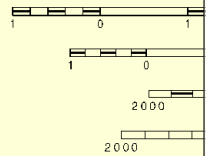


Low Water Datum, which levels shown on the above reference for the charted depth or below Low Water Datum ponding greater or lesser

**RADAR**  
Radar reflectors have been used for navigation. Individual use of these aids has been omitted.

**CHANGES**

Mariners are advised that authorities conform to maritime standards of the Authorities Maritime Buoyage System: port hand buoys to green; black and vertically striped buoys; and lateral light. Changes to aids to navigation will be an Agency weekly Notice to Mariners to Mariners.

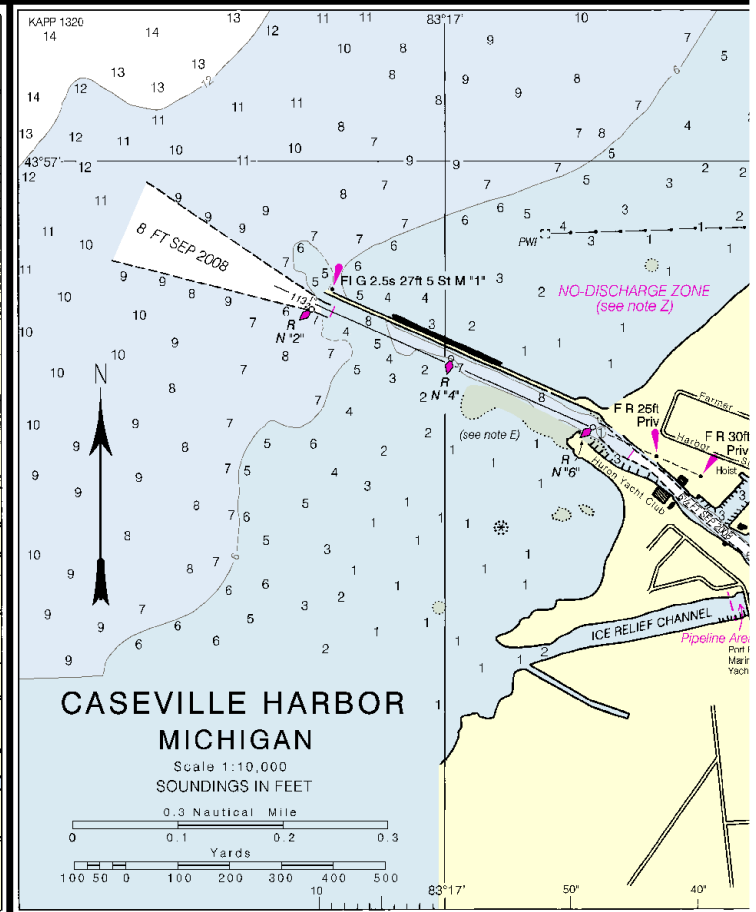


## AS IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

The diagram consists of five horizontal number lines, each representing a different unit of measurement. The lines are arranged vertically, with 'Nautical Miles' at the top and 'Meters' at the bottom. Each line has a '0' mark and a '1' mark. The 'Nautical Miles' line has a '1' mark at the end. The 'Statute Miles' line has a '1' mark at the end. The 'Yards' line has a '1' mark at the end. The 'Meters' line has a '1' mark at the end. The lines are arranged vertically, with 'Nautical Miles' at the top and 'Meters' at the bottom.

navi  
Loca  
|  
gere  
repla  
see

[illegible]

18



See Note on page 5.



Underwater cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or lighted buoys.

## POLLUTIC Joins page 15

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
 (●) (Accurate location) (○) (Approximate location)

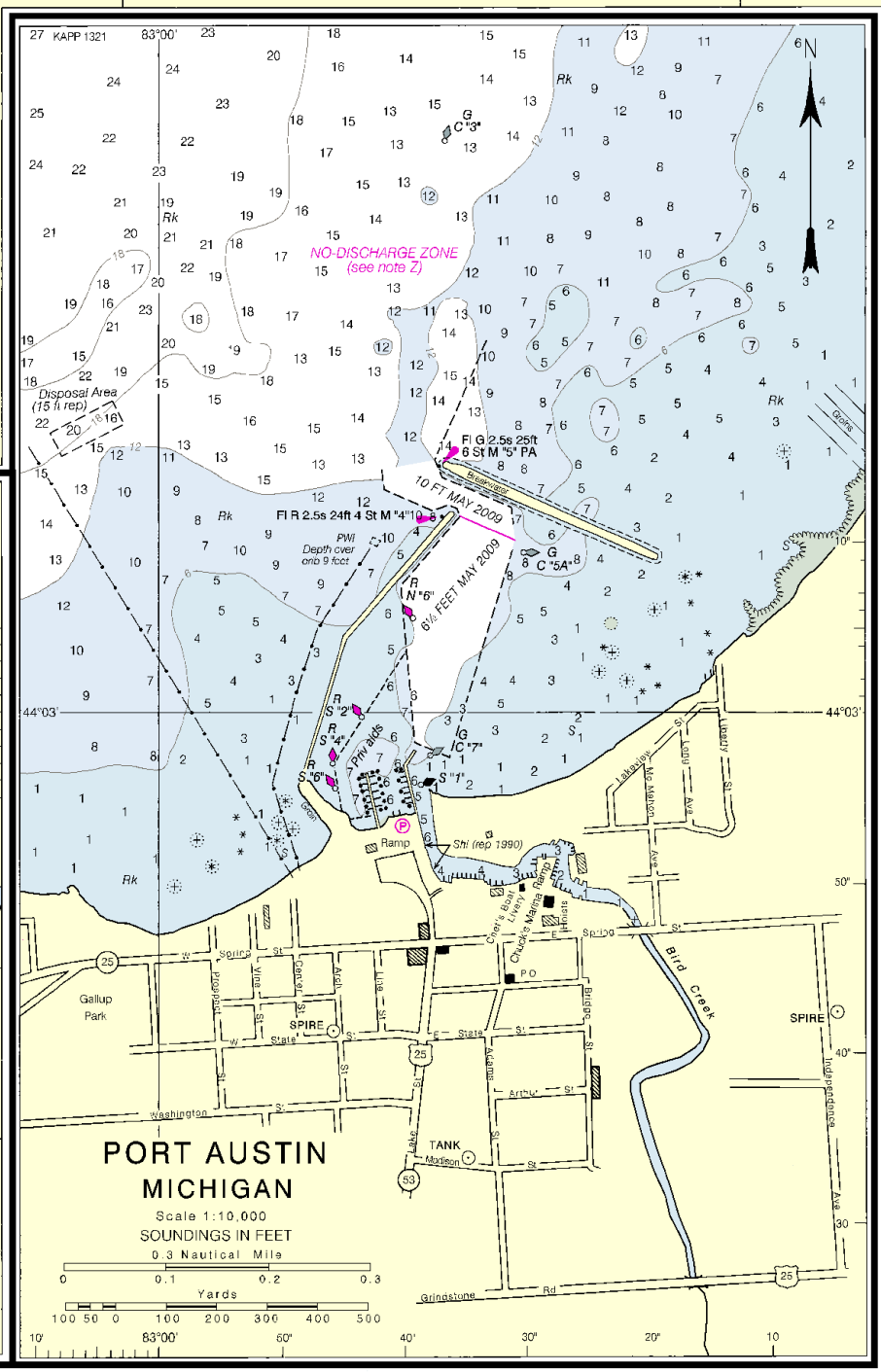
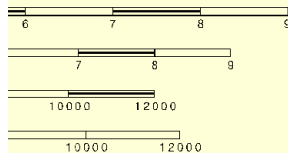
43° 40'

### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.



43° 30'

ED. NO. 31

NSN 7642014010584  
 NGA REFERENCE NO. 14XCO14863

Saginaw Bay  
 SOUNDINGS IN FEET - SCALE 1:120,000

14863  
 LORAN-C OVERPRINTED

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## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (RCC)** – 216-902-6117

**Coast Guard Search & Rescue (Detroit)** – 313-568-9524 or 313-568-9560

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).